THE GREAT OCTOBER HURRICANE.

Over One Hundred Vessels Lost and Injured Twenty-Four Lives Lost Two Millions of Property Destroyed Thrilling Scene on Board the Excelsior-Extent of the Hurricane.

Ac.

As the details of the losses by the late terrific Atlantic cale. ne in, the estimates of the damage have to be enlarged, and we become familiar with all the horrors of the shipwreck. The ship Excelsior, from Liverpool, which came up to her dock yesterday, brings a sad story of her narrow es cape from total loss in a gale, which lasted from the 25th to ne 28th of October, and in which one passenger, the second fleer and three seamen were lost. To show at a glance the immense loss of property which has been incurred,

VESSELS DAMAGED B MESSELS DAMA		
VESSELS DAMAGED B	T THE LATE GA	LK.
Vassel.	Where From. W!	tere Bound.
United States frigate Sabine N	ew York Pa	w Vork
Heamer Pacide	alway	
Steamer Delta	alifax Ber	rmuda.
Heamer Augusta	avannabNe	M NOCK
Ship James L. Bogert.	- Láv	rerpool.
Ship Ricelator	iverpoolNe	w York.
Ship Dector Barth	Instrum Ne	w Vork
Ship FairfieldR	ouerdam	
Ship MetaB	remen	**
Ship Arctic	tvernool Ne	w York.
Ship CultivatorL	iverpool	-
Ship Parker	low London Pa	rmuda.
Ship Coral	ew Bedford	if .
Ship Sommers	ostonnoiso	
Ship BullionB	otterdam	w rork.
Ship Robert Treat L	iverpoolNes	w York.
Bark Klim Barns	ew York	- V
Bort Number	neks Island.	w Tork
Bark Permilla Plood	reenBay, Wis.	-
Hark Carlo Mauran, total loss.		-
Bark Lady Campbell	nebec Que	enstown.
Bark Ciara	meids Bos	ston.
Bark Joseph HaleP	ortiand	-
Bark Julia	ew YorkGe	noa.
Bark Native		-
Bark Canella	remen Ba	timore.
Bark John Denham P	rovidence Mo	bile.
Bark W. H. Chandler	ew York Vi	ione N P
Brig Mauida	agua le Frande Ne	w York.
Brig CretonP	ortan Prince.	"
Brig Jubey	amaica	**
Brig JuliaP	ensacola	
Brig Wilkinson (total loss)W	h tehaven	w Vork
Brig Flora (total loss)	dr Cayes Se	w rora.
Brig Alfred Hall 1	lavana Ne	w York.
Brig Pilot's BrideJ	art an Prince No	w Vork
Brig Urania	- Be	rmuda.
Brig VividP	orto Rico	-
Brig Sea Lark	amaica	_
Brig Lucretia	ibara	-
Brig Buwanee	L Marks	laga
Brig Mary Alvina	libara	-
Brig Aleppo	Vindsor, N. S.,	-
Brig River Helle	Paraboro 8 C	-
Brig Herbert Huntington N	lew York	-
Brig Cordova	alt Cay	tobus N P
Brig Grace Worthington	lew York	Stuffer W. F.
Brig Laura P Anoro	elizeNe	w York.
Brig Ceens Spray I	nvana	
Brig Tornado	orto Rico	**
Schr. La Piata	tio Hache	
Sohr, Stampede	AVECA	
Behr. Mobile	hurleston	

In order to give a clearer idea of the course of this storm, we append as complete a table as possible of the

New York Bermuda.

St. Thomas Turks Island New York New York New York

Jackson/tile-Fil Porto Rico.

Vessels. Pime.		Latitude.		Longitude.		
U. R. frigate Rabine	Oct.	22	35.34	North.	65.20	West
Brig Gem	. 84	22	22.24	44	73.30	46
Whaleship Catharine	46	23	37.05	**	70.11	16
Ship Excelsior	**	25	143.19	46	53.14	90.
Ship Alexander	- 44	24	42.00	46.	65.00	94
Ship Native		24	42,00	80	63.00	**
Ship Splendid	- 44	24	South	edge	66.00	44
Bark Clara	- 64	24 5.6	39.40	North.	62.00	- 14
Bark Guild	- 11	24-5-6	39.32	**	60.13	10
BarksEliza Baras	94	24	137.11	44	72.50	64
Sehr, Gen, Grant		24	34.00	49	74.00	44
Steamer Delta	* **	24	36-47	(98)	65.19	(4)
Ship Doeter Barth	- 48	25	39.47	40	66.32	91
Bark Capella	16	25	39.30	96	62.00	790
Schr. Harkaway	60	-	37 44	66	71.90	+6

LOSS OF LIFE BY THE GALE. owing table shows the loss of life by this fear

Persole. Names of the Lost.	nual
Ship Excelsior Wm. Stevens, 2d mate,	7
Michael Torney, seaman,	1
Henry Thompson, "	1
George Proper, 44	1
W. W. Fisher, passenger	
Bark Carlo Mauran Two of the crew.	
Bork Claude of Shoreham Captain's wife and sever of the crew .	1
Bark Clara Wm. Ross, first officer,	5
Wm. Cook, seaman,	3.1
John Andrews, seaman.	1
Bark Julia Doden Francis, seaman.	
Bark Capella John Gerker, carpenter.	- 1
Schr. John Bowman, Phil Captain Mears,	1
John Fox, seaman,	
Jas, Richardson, seaman	1
Geo. Richardson, seaman	

In view of the rarity of cases in which an estimate of damage is given, of the continually increasing record as vessels arrive, of the large number of unknown vessels seen bottom up or abandoned, it is difficult to estimate the loss of property, but we think there is sufficient data to show that this loss cannot be less than two millions of dollars.

THE SHIP EXCELSIOR SAVED FROM SHIP-WRECK.
THRILLING ACCOUNT OF THE BURRICANE, WHICH CONTINUED THERE DATE—LOSS OF THE SECOND OFFICER, THREE SEAMEN AND ONE PASSENGER— FRARFULLY HEAVY SEAS—A SUPPLEMENTARY STORM—THE VESSEL DISMASTED AND HER GANYASS TORN INTO HAGE—COMING HOME WITH JURYMASTS. The ship Excelsior, Captain John Q. A. Swift, from Liverpool to New York, came up to her dock yesterday, and presents fearful evidences of the lerrific hurricane of the 25th, 26th and 27th of October, through which she Gyerpool on the 28th of September, and the gale laste from the 25th to the 28th of October, the ship going from ten to eleven knets per bour when she was first struck b

ten to eleven knots per hour when she was first struck be the gale, when the five persons were lost. The carpento of the ship, George Rutier, was washed over 'e side, but was saved by the firm grasp of the first officer, Mr. G. S. rendleton.

As the ship lies at her pier now, with her jurymasts, bulwarks stove, and general appearance of decriptude, the meet unpractised eye could detect that she had seen that the meet unpractised eye could detect that she had seen hard times. She had two hundred passengers, of which thirty were in the cabin, the rest in the steerage; and how all their lives were saved must be a wonder to all who read the story. The subjoited table of laxitudes and longuides may be of use in reading the captain's statement and logbook, which follow—

Latitude. Lengitude.

October 24. by observation... 43 19 N. 53 14 W. 31 14 W. 31

STATEMENT OF CAPT. JOHN Q. A. SWIFT, OF THE SHIP

STATEMENT OF CAPT. JOHN Q. A. SWIFT, OF THE SHIP EXCELENCE.

I am captain of the ship Excelence, of New York, which left Liverpool on the 28th of September last for this port, with a cargo of general merchandles and passengers; we made mil and discharged pilot, and nothing worthy of note took place until Sunday, the 24th of October, at four o'clock, when the wind commenced blowing from the castward, with a heavy swell running; took in all light suits, at midnight we had increasing breezes and kept shortening sail; on the morning of the 25th it was blowing

heavy with a high cross sea running; we took in the feresail and fore topsail and hove the shap to, under clear
recefed main topeality at sundown the wind was still increating; at one o'clock lost our misren topgallant
mast—next our fore longislant mast.

At the main topgallant mast went was a way five boats,
pump bous, the seand cabin and steerage gangways,
skyights, forward house, and every moveable appearatus about the decks. At four A. M. spit the main topsail
and shipped a heavy sea, with a great deal of water between decks. Got out sails and nalled them over the
batches to keep water out; hoisted up the recfed spanker;
the sails blew from the gaskets; shipped a heavy sea
while boisting the spanker, which washed overboard the
second offeer, three seamen and a passeuger. At day
light gale still increasing, with the sail of the sail and the second offeer, three seamen and a passeuger. At day
light gale still increasing, with the 2th, it was more moderate,
and we commenced bending sails; weather moderate with
very heavy sea running, worked all day clearing away
the wreck. At daylight, the 2th, it was more moderate,
and we commenced bending sails; weather moderate with
very heavy sea running, worked all day clearing away
the wreck and getting up spare and jurymants. On the
28th bent more sails and squared away. The passengers
were very anxious all the time to pump the ship, and
kept her dry nearly all the time; served out seven days before, and were moulty wet. From this time we came
right along whenever we get any wind. On the 18th took
morning and hands of each,
The tolowing are extracts from the logbook of the ship
during the days of the gale—
Monday, Oct. 25, begins with moderate breezes and
light weather, with all drawing sail set to the best advanstage. At 10 P. M. took in royals and maintoppallant
studingsails. Midnight, squally, with increasing breezes;
took in ropallantsails and double recefed mizen topsail,
At 3 P. M. shipped a heavy see, stove bulwarks,
forward house, &c. At 11 P. M. miz

gers expining itself—

MEMENTO OF GRATITUE.

NEMBERTO OF GRATITUE.

NEMBERTO OF GRATITUE.

To J. Q. A. Swert, Captain of the Excetsior, and the public—
Reing visited by one of the nost terrific harrieanse that has
swer sweet the expanse of the Western cosm, we, as representatives of the passengers on board, adopt this course of testify,
ing to the captain and the world our estimation of bith as a
contieman, and of the abilities as a scennan and commander,
lake a man of ivon, when the trying hour of peril came, stern
was his command and prompt the obsellence of his officers and
andaunted crew. God in his mercy, through his instrumentality, has saved our lives and the ship. May God in his mercy
bless him in his arducus undertakings in earrying in safety our
rellow mortals across the untainmable depths and that after
a long life, henorable to himself and useful to society, he may
rean the reward of his inestimable merki, is the unanimous
wish of all the possengers on board the shir Kacdelor.

JOSESP PORTER, Secretary.

JOSESP ROCEMOUNEY.

The Frigate Sabine in a Cyclone. OUR NAVAL CORRESPONDENCE

UNITED STATES FIGURE SAMPS, DOCK YARD, BERNICHAS, NOV. 1, 1858. wiling of the Frigate Sabine from New York-Rise an Progress of the Storm-The Vessel Buffetted in the Centre Fregress of the Storm—The Vesta Ingland is the centre of a Cyclone—Great Danger to her Rudder—Her Wooden Tiller Worthless and Broken—Shipping a Heavy Sea— Racellent Discipline on Board—Two Dozen of Seamen Injured—Commander Shubrick Beart for Bermuda—

for thirty hours exposed to its central fury, we have put

of October, and everything continued favorable until Thursday, the 21st, when the wind came from the southward and castward, gradually increasing to a gate. Sail after sail was taken in as the wind freshened, until we

the storm increased, the direction of the wind often changing, and thus showing that we were approaching the cen-On Monday, the 25th, the wind north northwest, we

were in the very centre of the hurricane, and the mosexperienced on board said they never saw it blow so hard before. Previous to this our foresail and maintopeail had been blown to ribbone, and we had lost our starboard suppler before.

before. Previous to this our foresail and maintopeail had been blown to ribbons, and we had lost our starboard quarter boat.

At three o'clock P. M. on Monday, the tiller worked out of the radder, this being caused by the breaking of the hocked skalas which confine the tiller to the hocked skalas which confine the tiller to the radder bead. For a while, with every heave of the sea, the rudder beat to and fro with such violence that every moment I expected the rudder pixtles to break. In a short time the spare wooden tiller was shipped in the cabin. But this piece of timber, which ought to have been tought white oak, was nothing but locust, and as soon as the first strait was put upon it is broke. Again the same violent slamming of the rudder, until the short iron tiller was shipped and the helm lashed down.

Shortly after midnight on Monday we shipped a heavy sea right over our bows, which broke our jibboorn, damaged the head, stove in bow and bridle ports, fore away the storm staysail, and spinnered into firewood our starboard waist boat, which had been got in on the forecastle. Throughout all this trying scene the greatest order reigned on board ship, the officers displaying that zeal, galiantry and calm courage which our naval officers always exhibit in the hour of danger, the men worked with cheerfulness and obedience. Our ship is indeed a noble one, and was managed with great skill. It is gratifying to record that he loss of life occurred, although about two degen men were rather severely cut and bruined; one man had his arm breken, and another several front teeth knecked out.

On Wednesfay, October 27, after the gale abated, Flag Officer Shubrick determined to hear away for Bormuda to repair damages.

UNITED STATE FRIGATE SAMES.

GRASSE BAY, Bermuda, Nov. 6, 1868.

The Prigate Sabine after the Cyclone—Enumeration of Injuries to the Vessel—Cordial Reception of her Officers by the British Officials and Renderst—Betracrainary Effect of the Gale on Shore—Frames and Consider on the

may be summed up as follows:-The iron skains that confine the tiller to the rudder broke, not having been made sufficiently strong for the

size of the rudder. The port bow port on the gun deck stove in, said bow

fore storm staysail.

the other spinstered on deck by the ma which step, dever as.

In the other spinstered on deck by the ma which step, dever as.

In the starbard childs were either broken or washed away.

Loss of 19, fore terron staysus, forecast and maintained the starbard childs were other broken or washed away.

In the government officers have deen all in their power to having been placed at our disposal.

The government officers have deen all in their power to having been placed at our disposal.

The government officers have deen all in their power to having been placed at our disposal.

The maintained by the waste statistic regiment, the Governor, in the starbard of the disposal and the state of the deck placed at our disposal.

The children of the waste state of the day, and creepything has could be done to render our stay here agreeable in the same of the less worth at the last of the done to render our stay here agreeable in the same of the less worth at the last of the done in render our stay here agreeable in the same of the less worth at the last of the done in render our stay here agreeable in the last of the done in the last of the la Daniel Stackpole, Captain of the Brady Guard, a rival political organization, during which it is alleged that Stackpole struck Moore on the head with a club. Moore appears to have been of a very quarrelsome disposition—in the language of a witness, "talking fight" all the afternoon. Subsequently Moore snatched a small sword from Lieutenant Welch and started in pursuit of Stackpole. Captain Fox and a private, named E. D. Thompson, also ran after him. There is evidence that all three of them, after chasing him for some distance, lunged at him with their weapons. The weapon which Fox carried was a broad two edged artillery sword, the blade nearly two inches wide. Moore's weapon was a narrow dress sword, and Thompson used the bayonet on the end of his musket. The deceased does not appear to have directly charged any one with his murder, but the circumstances and the medical testimony would seem to show that the wound must have been inflicted with either of the weapons carried by Moore or Thompson.

While the inquest was in progress the mother of deceased esame in. She presented a most melancholy picture of passionate grief. Soon afterward the body was borne away by the sorrowing parent and his friends. Appended is the evidence elicited by the Coroner. The Brown deceased; I was with him vesterday; we came from New York in the half-past one o'clock boat; we went to the River House to see the Fox Musketeers, who were on a target excursion; about five o'clock I was standing in the barroom with deceased. Charles Moore, Daniel Linch, Joseph Nally, Timothy Leary and Bartholomew Coleman; charles Moore asked Coleman if he was going with the company; Coleman said no; Coleman's brother took him out on to the stoop, Moore asked again if Coleman was not going to march home with the company; Coleman said no deceased that he was going by the deceased of the deceased, and then struck to deceased was read in the sword in his hand, Joseph Nally, Timothy Leary and Bartholomew Coleman in the face with his fat; Coleman then struck to s

had run about ten yards he fell on his side, when I crme up to him; a brother of Charley Moore now came up and said to deceased that he wanted to speak to him privately, deceased said, "No, I will not go; you have privately, deceased said, "No, I will not go; you have privately, deceased said, "No, I will not go; you have friends gathered around this Moore struck one of them (Scully) on his head with a club; we now took up deceased and brought him to the station; there was no other injury done to deceased than as above mentioned; I was standing about four or five yards from deceased when he was stabbed; I did not ask him if he was burt; there was an ill feeling against the deceased; I have not heard any threats against deceased; he was Captain of the Braiy Guards; I am a member of that company; I think deceased they do about fifteen minutes after he was stabbed; he was able to talk until we got locar the station hous; I work in the bonded warebouse Nos. 33 and 35 Water street.

Joseph Scully, of No. 15 Bridge street, being sworn, says—I knew deceased; I was at the River House yesterday when the difficulty occurred, about 5 P. M.: I went into the bar, soom and saw St. George, Coleman and Bartholomew Griffin, who were talking; B. Coleman said that he was not going home with the company; Charley Moore asked "Why?" Coleman said that he had a reason of he was; Moore said that he would have to go home with them; a brother of Coleman now caught hold of him and wanted to take him away; Charley Moore now struck B. Coleman in the eye: Coleman made a pass at Moore; Moore now went into the barrooom and soon returned with Bavid Fox and two or three others; deceased was now standing at the top of the bacet stoop alongside of me. Charley Moore said to decoased, "You hit me!" decoased said, "No, I did not strike you; keep away; don't lay your hands on to me; there was then a rush or a sculle, when decoased jumped of the stoop; I think lavid Fox and that prome had not the stoop after deceased, and caught hold of his collar with

The pittless hoar which was practiced at the expense of bundreds of the poor and needy of this city on Thanks giving day, has called forth considerable discussion, and it is scarcely necessary to say that the heartless act has produced a universal feeling of indignation among those who can pity the sorrows of the unprotected poor. We yes-terday supplied the fullest particulars of the occurrence; but in order that the whole affair may be more thorough lic as a bait to entrap the unfortunate creatures whose vatient sufferings from the cold and the pangs of bunger have so jurdy awakened the contempt of our citizens for the unfeeling author or authors of their exposure on Thanksgiving Day, of all days in the year.

DONATIONS TO THE POOR. DEAR SIR—We desire to inform you of the arrangements decided upon by us for the distribution of bread and meat to the poor of this city on Thanksgiving Day Churchavert), that by publication in your journal our undertaking may become more generally known.

The undersigned gentlemen, who have each contributed their the process in the desired in the foot.

pounds of bread and 1,20 pounds of beef, contributed by different butchers and bakers of this city.

The distribution will take place at Union square, from on to cloven A. M.

The wagens with the bread and meat will be stationed near the status of Weshington.

[Here tellow the names of six bakers and three butchers.]

The whole expense of the promised feast would not have amounted to much more than \$150, and for this small sum upwards of five or six hundred poor, of all ages and sexes, were permitted to remain for hours shuddering and shivering in the streets.

We ammex a note which has been sent to us for publication as an advertisement, purporting to come from the perpetrator of the hoax, who, in token of his sincerity has paid \$5 for its insertion. The "card" will tell its own tale.—

The THE MOTOR OF THE RESALD.

The Writer of the note published in the Non of the 16th inst. and of the Firman of the 18th, announcing that bread and meat would be distributed to the poor on Thanksgiving Day, at Union square, was a young lad, who committed the act in boyish thoughtlessness, not realizing until be winessed in consequences its crued impropriety. If he could repair the wrong be would do so. He can only express his deep and penited Pares.

penited regret.
Please give the above card a prominent insertion as the only reparation that the perpetrator of the hour, can make at

ble," with Gazzaniga and Laborde in the rôles of Alice and leabella, drew together another large audience last night. the attendance included most of the regular habitues and critics, considerable cariosity being feit to contrast the Alice, although not one of her most successful efforts, is still a striking impersonation, being characterised by all the force and carnestness which in general mark her performances. In the part of leabella, Madame Laborde had not as much scope for the display of her peculiarly florid style as in the other characters in which we have heard her. To those who delight in vocal colesthenics her performances will always give satisfaction. Formes rendered the dramatic features of the part of Bertram with all his neural breadth of effect, but this did not prevent him occasionally singing out of tune. The was more particular observable in the trie with Robert and Alice.

To night the Academy trouge give opers for the first time in Brooklyn. A proscession and scenic decorations have been put up in the large hall of the Athenseum, and arrangemonts have been made for comfortably scating nine hundred persons. The programme comprises portions of the "Eglia," the "Lucrezia," and "La Serva Padrona," with Piccolomial, Gazzanaga and Formes in the principal part. Alice, although not one of her most successful efforts, is

Mayor Tiemann was unable to attend to his official business yesterday, owing to a severe attack of neuralgia. He started in the morning for his office, and on his way down fainted in his carriage, and had to be conveyed bome. fainted in his carrage, and had to be conveyed home.

Amongst the passengers by the Kangaroo for Liverpool to day are Philo Hard, Eq. (late President of the Harlem Railroad), lady and daughter, who leave on a tour of pleasure to Europe, where they will probably remain for some time. After making a brief sujourn in England they purpose proceeding to Paris, and thence to Genon, Florence, Rome and Napies for the winter, and during the ensuing summer visit Northern Italy, Switzerland and Germany. ARRIVALS.

servant. Mrs Emily Evans, Aifred Evans.

Naval Intelligence.

The United States steamer Despatch arrived at Key West on the 6th inst., having been at Cardenas, Havana, Sagus and other ports. As she has been assigned to no other duty than that of looking after slavers, and as there were no orders awaiting her at Key West, it was considered probable ahe would be detained on this mission till relieved by some steamer of lighter draught. It is expected that the Despatch will leave this place about the light of Focomber, after which she will cruise about the north coast of Cuba.

A United States storeship will leave the Charlestown Navy Yard for Spezzin on or about the Soth of November. Letters and papers for our United States squadron in the Mediterranean will, if sent to the rooms of the Naval Library and Institute, be forwarded by her.

At or about the same time a storeship will be despatched to California, and a letter bug will be made up to go by her, as above.

Reception of the Philadelphia Firemen.
OFFICIAL PROGRAMME OF THE PROCESSION—GRAND
ILLUMINATED PARADE IN HONOR OF HIBERNIA
ENGINE COMPANY NO. 1, OF PHILADELPHIA.

To night the Hibernia Steam Fire Engine Company I, of Philadelphia, will be received by the New York Fire Department on a scale of unprecedented magnificence.
The disappointment felt at their not coming on on the 6th
inst. has not diminished the desire of the New Yorkers to make the visit as pleasant to the Philadelphians as it is possible to be. They will accordingly be received by nearly the entire New York Department, assisted by fire companies from Brooklyn and Williamsburg.

From the following programme it will be perceived that the demonstration will be one of the finest of the kind ever

witnessed in this city —

The companies will meet and form, in reverse order, at 7 o'clock P. M., dressed in full fire suits, right-resting corner of Battery place and West etreet, extending through Battery place to Broadway, and up Broadway, on the west side. Upon the arrival of the Hibernia Company at pier No. 1 North river, a national salute will be fired by the Peterson Guard, under command of Capt. Samuel Jackson; the Hibernia Company will be received by the Chef Engineer, Henry H. Howard, Esq., on behalf of Americus Engine Company No. 6, and at precisely 8 o'clock the line will move, and that Company, escorted by the Board of Engineers as an especial escort, will pass in review, each company falling in line at the Hibernia passes, and marching four abreast through Broadway to the western gate of the Park, passing the front of the City Hall, where a national salute will be fired by the Live Cak Volunteers, under command of Capt. Charles Miller, and they will be reviewed by his Honor the Mayor and the city authorities; thence, through Chatham to Bowery, to Canal, to Centre, to Leonard, to Broadway, up Broadway to Spring, to Sullivan, to Houston, to Hudson, to Barrow, to Bieceker, to Broadway, to Union square, where a national salute will be fired by the Adratic Ciba, attached to Engise No. 31, Capt D. L. Charliers; thence down Union square to Bowery, to Grand, to Henry, to house of Engine Company No. 6, where they will be received by a grand display of dreworks, the companies on parade dismissed, and a national salute fired in their honor by the Young Americus Guard, under command of Capt. John McGee. In the event of an alarm of fire occuring during the procession, we are authorized by the Chief Engineer to request that companies will retain their positions until the Marshal of their respective divisions shall designate such companies as he may wish to send.

The line will form and march in the following order:—

The line will form and march in the following order:-

ruser proson.

Assistant Engineer Peter N. Cornwell,
Marchal.
Baud.
Young Americus Guard, with field piece.
John McGee, Captain.
Miniature Beil Tower.
T. Morgan and J. Vaughn, ringers.
Americus Base Bail Club.
James McGonnell, President.
Band.
Assistant Engineer Edward W. Jacobs.

Band.
Assistant Engineer Edward W. Jacobs,
Grand Marshal.
Assistant Engineers John Baulch and John Docker,
Steeled Adds.

Grand Marshal.

Assistant Engineers John Baulch and John Docker,
Special Aids.

Americus Engine No. 6, drawn by four tandem borses of
Adams' Express, driven by R. Pressott, Esq.

Americus Engine Company, W. B. Dunlay, foreman.
Beck's Philadelphia Band.

Open barouche, drawn by four horses, containing—Henry
H. Howard, Esq., Chief Engineer, New York Fire Department; D. T. Milliken, President New York Fire
Department; Philip W. Engs, Chairman Board of Exempt Firemen; Col. James Page, Grand Marshal of the
Hibernia Company.

Board of Fire Commissioners, Robert H. Ellis,
President.

Board of Fire Wardens, John T. Harding, Chairman.
Board of Assistant Engineers.

Reception Committee of Anorricus Engine Co. No. 6.
Hibernia Engine Co. No. 1, of Philadelphia.

Hibernia Steam Fire Engine, drawn by the eight premium
horses of the American Express Company, and
driven by Z. M. Hewitt, Esq.

Band.

Warren Hose, Co. No. 10.

Band. Warren Hose Co. No. 35, A. Yeoman, Foreman. Assistant Engineer Elizha Kingsiand, Marshal.
Chief and Assistant Engineers of Brooklyn Fire Department, E. D.
Band.
Zephyr Association of Exempt Firemen, W. B. Feiger,
President.

President.
Zephyr Hose Company No. 4, T. H. Browning, Foreman.
Williamsburg Hand.
Northern Liberties Engine Company No. 5, T. Hadden,
Foreman.
Marion Hose Company No. 1, W. Lawrence, Foreman.
Band.

Eagle Engine Company No. 6, P. Heury, Foreman. Band.
Continental Bocket Company No. 1, Wm. Jones, Foreman Valley Forge Engine Company No. 11, Charles Elliott,

Eagle Engine Company No. 4, Adam Hoffman, Foreman, Lafayette Hook and Laider Company No. 1, J. Montross,

Foreman.
Band.
Niagara Engine Company No. 8, J. Hendrickson, Foreman.
Band.
Crystal Hose Company No. 4, G. L. Haight, Foreman.
Alert Hose Company No. 3, J. B. St. John, Foreman.

Hand.

Mount Prospect Engine Company No. 16, John Acker
Foreman.

Protection Engineer Timothy L. West, Marshal.
Seventy-first Regiment drum corps.
Protection Engine Company No. 5, W. C. Lyons, Foreman
Excelsior Engine Company No. 2, D. W. Knevels, Foreman
New York Hose Company No. 5, F. W. Raymond, Fore Eagle Hook and Ladder Company No. 4, T. Wilding

Mohawk Engine Company No. 16, T. Roe, Foreman, Liberty Bose Company No. 10, G. Rickert, Foreman, Jackson Hose Company No. 18, A. Irving, Foreman.

Pland.

Franklin Hose Company No. 18, E. J. Connelly, Foreman. Fulton Engine Company No. 21, J. McCullough, Foreman Franklin Engine Company No. —, D. M. Sweeney, Fore Humane Hose Company No. 20, J. Timpson, Foreman.

SETH DIVISION.

Assistant Engineer G. Joseph Ruch, Marshal.

Band.

Washington Hook and Ladder Company No. 9, John H.

Forman, Foreman.

Jackson Engine Company No. 24, W. M. Mitchell, Foreman.
Hudson Hose Company No. 21, William Callen, Foreman.
Cataract Engine Company No. 25, W. Lamb, Foreman.
Putnam Hose Company No. 31, J. H. Greer, Foreman.

Assistant Engineer John Brice, Marshal,
Band,
Guardsan Engine Company No. 29, E. Baten, Foreman,
Lafayette House Company No. 34, J. Irving, Foreman,
Black Joke Engine Company No. 33, F. Masterston, Foreman.

Captain.
Band.
Adriatic Engine Company No. 31, W. Hutton, Foreman.

Empire Engine Company No. 42, R. P. Moore, Foreman, Nassau Hose Company No. 56, T. Downing, Foreman, Metropolitan Hose Company No. 39, B. Gormley, Fore Live Oak Volunteers, with field piece, Charles Millor,

Alest Hose Company No. 41, W. McLaughlin, Foreman. Harry Howard Hose Company No. 55, S. Singerland.

Assistant Engineer William Hockett, Marshul.
Band.
Harty Howard Book and Ladder Compony No. 11, Chas.
L. Kent, Foreman.
Mechanics' Hose Company No. 47, C. Rice, Foreman.
Lady Washington Hose Company No. 49, J. L. Smith,
Foreman.
Band.
Marcppa Engine Company No. 48, J. Foley, Foreman.
Hose Company No. 39, Walter Roche, Foreman.
The reversal divisions will assemble, in reverse order,
as follows.—
First Division on Battery place, right on West street.
Second Division on west side Broadway, right on Battery place.

treet.

Righth Division on west side Broadwry, right on Park

FALLING OF THE STATE ARSENAL.

Great Loss of Property-Tremendons Crash Miraculous Escapes, &c., &c.

The great State Arsenal, on the corner of Seventh avenue and Thirty fifth street, which was in course of erec tion and almost finished, was well nigh totally destroyed at an early hour yesterday morning, by the collapsing of the roof, which in its fall crushed out three of the walls of the building to a depth of about twenty feet, and did other

feet long, in the form of a parallelogram, and the height of the walls was fifty five feet from the foundation. It was ornamented by one square tower one hundred and eight feet high, and two octagen towers, each seventy-five feet in height, the two latter towers being diagonally opposite each other at the angles of the building which were exclusively in the Seventh avenue and Thirty fifth street respectively. The square tower stood on the cor tresses on which the building rested were of granite, two feet and eight inches in thickness, and the walls were of brick, their thickness being twenty inches. There were three stories in the building. The contract for the erection of the Arsenal was awarded to Meyers. Clevelind was to have been completed for \$67,000, on the 1st of Octo ber, 1858. The structure would have been completed on the impossible to learn, but the general impression is that the weight of the beams which formed the connecting link between the walls and the roof, and the pressure of the roof on them, crushed out the walls a little, and that when first brick moved, the whole adjacent portion of the edifice gave way and rolled down together, knocking everything before it. The noise is described by one who stood within a few feet of it when it fell, as re sembling at first a very distant roll of thunder, which gradually increased in loudness for half a minute-ther died away and was heard no more. The upper story of the building and the roof are a ruin, and about twenty feet of all the wall, except that facing on Seventh ave-nue, now lies in heaps of bricks and mortar The entire loss is estimated at \$25,000 to the Arsenal itself Fortunately no one was in the edifice when it gave way and it is equally fortunate that no one was passing by it in Thirty-lifth street when the accident occurred, or they must have been killed by the masses of falling brick. This circumstance is owing to the hour at which the building fell, which was about one o'clock A. M., when the streets must have been almost deserted. The building was insured to the amount of \$15,000, against fire, by the contractors; but there was no other insurance on it; so that it is believed that the contractors will suffer the

whole amount of the loss. wooden shanty, in which slept a woman named Gould and her daughter. Some of the bricks from the top of the arsenal fell upon this house, dashing their way through the roof, killing a small dog, injuring Mrs. Gould slightly in the foot, but doing no further damage. The escape or the inmates was almost miraculous, as large, ponderous masses of brick and mortar strewed every spot on the floor of the shanty in which they slept. A horse, which was in a shanty adjoining the one already mentioned, was

killed by the bricks falling through and striking him. The roof of a large house next to the arsenal on Seventh avenue also received damage by the showers of brick and

ADDITIONAL PARTICULARS.

The private watchman who was on duty near the Arsenal when it fell states that two ladies passed round the corner of Seventh avenue into Thirty-fifth street. about half a minute before the building feil, and that they must have been killed and burled in the rules. this, however, and states that he had a full view of the streets, both up and down, but saw no one near or within reach of the falling brick. A considerable portion of the rubbish is now removed, yet no trace of anything lead ing towards a confirmation of the above statement has been discovered, and it is the general impresion that the watchman who made the statement must have made a

The stable in which the horse was killed also con tained two tine dogs, which are among the victims, and the loss of the whole to Mr. Caldwell, the owner, is about \$200. The damage to the house on Seventh ave

Mrs. Gould's loss in property is about \$150, wound consists of a severe contunion of the heel

MORE MANIFESTORS ON BOTH SIDES—THE WAR BE Manager Ullman has come out with the following addi-

tional manifesto, in reply to the attacks of the three hun-gry Frenchmen, upon the little Italian Princess Piccolo-

In snawer to what the editors of the French paper call "mensongen choates," I must say that I would have given them credit for more editorial sagacity than they display in prolonging a discussion in which public opinion goes so much against them. Facts are obstinate, and the memouvres of the small representatives of a grand nailon have been known for years, but I will let those facts speak for themselves, and submit to public editionnation the following extracts from an article by Masseras, which appeared in Taesday's paper.

The princely title of Mile. Piecolomini has been, as is known, the object of much than one doubt and of more than one controversy, but ansided all these afternations and negations no precise information has transpired to solve this coustions on precise information has transpired to solve this opies tion until now. A word or two will do it. The father of the precision seried him, to throw dust in the eyes of the pouble. On that occasion it was discovered that Madame Clementini, his wife, was descended, more ar less remotely, from some branch of the Piecolomini limity, and it was readily seen what advantage might be taken of the providential connection. I ought to add that this discovery are the mode of using it was less the work of the artists bereath, Ac., An.

"Great talk has been made of the opposition that Mile. Pieco-

cas he work of the artists herself, Ac., ac.,
And again.—
And again.—
Great talk has been made of the opposition that MDe. Piccolomini met with trem her notic family against her irresintible
desire to go upon the stage. This opposition is not allogether
an invenion; but it had a very different notion and aim than
the one ascaled. It was not the taste of MBe. Clemential for
the theatre that was contented by the Cartinal Piccolomial, but
simply the right to advertise a name that does not belong to the theatre that was contented by the Cortinal Fiscaleshis, but simply the right to advertibe a name that does not belong to her.

Cowardly as this attack against a helpless young girl must appear, it is nothing in comparison to the heartless proceeding of Massers or Trothrand, who did not heatless proceeding of Massers as or Trothrand, who did not heatless proceeding of Massers are trothrand, who did not heatlest greened the paper to Mile. Fixcolomini early on the day of the publication. And on what authority is this attack made? On that of a "elit liabilitie," whom Massersas says it was his "good fortune? (f) howest to the foldy of the Philadelphia Academy of Maste.

The public will be reputed to man 'income that Mile. Piccolomini, has, from a particulable family prate, instituted legal proceedings against Masserma, and it is to be hoped that the reckless aduantation will meet with his deserts. In the meantime I offer as of her folder, from their own government. Here it is.—

Lempth Seconde. Princips Imperiod of Asserts, 4-c., Oran Dano de Tostana, 4-c., det, inclinate of succine liberatements parame his and Highest Mariat Piccolomini, beinging to due proprietory passer his and Highest Mariat Piccolomini, beinging to the proprietory rank, by preference a mintees of sough-a native of Sisma, di onter all the passers. In the Mariat Piccolomini, beinging to the proprietory rank, by preference a mintees of sough-a native of Sisma, di onter all proprietory and the continuence of the history of him as His Kweetleney the Notic Count Charles Piccolomini, and the late of the proprietor, and the passers. In the Receiver of history, distert April 4, 180.

Masserse, however, is not satisfied with that, and be goen on

serae, however, is not satisfied with that, and he goes on following manner ---